

# 3

## Growth Management

San Ramon will face several planning challenges over the next 20 years, most of which center on the fact that the smart growth mandate of Measure G, including urban growth boundaries and open space preservation, must confront the reality of forecasts for strong population and employment growth in the City to 2020. Growth management has always been a concern in San Ramon with the City's first General Plan in 1986 discussing the need to plan new development in accord with the availability of public facilities and infrastructure.

This early growth strategy has evolved into a comprehensive, long-range plan that includes performance standards as well as capital improvement, development mitigation, and financing programs. And in response to Measure G, it now includes an Urban Growth Boundary (UGB), urban mixed use centers, and an open space action plan.

San Ramon's growth management policies and initiatives are also consistent with the Contra Costa Transportation Improvement and Growth Management Program (Measure C), approved by Contra Costa voters in 1988. Measure C requires Contra Costa cities to:

- Adopt and apply traffic level-of-service standards to the local roadway system.
- Adopt performance standards for police, fire, parks, water, flood control, and sanitary sewer facilities.

- Adopt and implement a transportation demand management (TDM) ordinance.
- Adopt a five-year capital improvement program that lists projects, their costs and funding mechanisms.
- Ensure that new development "pays its own way" through the adoption and implementation of mitigation fees.
- Address housing options and job opportunities at the local, regional and county level.
- Participate in a cooperative, multi-jurisdictional planning process to reduce cumulative regional traffic impacts of development.

San Ramon's Growth Management Element incorporates these requirements and augments many Measure C standards with more stringent controls, based on the desire of the City and its residents to preserve and enhance the quality of life in San Ramon.

### 3.1 GROWTH STRATEGY

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In San Ramon, a growth strategy means that City officials and staff work with residents and the development community to accommodate economic and population growth without diminishing the quality of public services, facilities, and lifestyle that are enjoyed by those who live here. San Ramon must plan to provide services for development considered desirable and beneficial to the City. Growth management policies and performance standards will be used as tools to manage all development within San Ramon and protect and enhance open space and environmental resources.

By establishing a UGB, growth will be limited to areas of infill and land that is contiguous to developed areas within the City. Development projects must comply with all City goals, policies and adopted performance standards. Development review procedures are used to document that each of the City's performance standards will be met and detail how required public facility improvements will be financed. No new development will occur unless these requirements are met.

The City shall seek to obtain the County's cooperation regarding mutual approval of a development project outside the City's boundaries by either annexing land to the City prior to development, or by executing a Memorandum of Understanding (MOU) with the County to ensure that City standards will apply to the development project. Refer to Policy 4.6-I-5. Development in unincorporated areas must be pre-zoned and have an executed property tax transfer agreement in place before annexation occurs.

### **GUIDING POLICY**

3.1-G-1 Manage the City's growth in a way that balances existing and planned transportation facilities, protection of open space and ridgelines, provision of diverse housing options and job opportunities, and the preservation of high quality community facilities and services.

### **IMPLEMENTING POLICIES**

3.1-I-1 Allow urban development only if traffic from that development can be accommodated within acceptable traffic levels of service.

*No new development will be approved unless it can be shown that required levels of service can be maintained on local streets and regional transportation facilities.*

3.1-I-2 Work with Contra Costa County and appropriate agencies to preserve, protect and enhance open space and ridgelines within the City's Planning Area, and to establish a continuous greenbelt along the western and eastern edges of San Ramon.

*The hillsides to the east and west of the City provide a strong open space framework and visual amenity. Preserving the integrity of these ridges will allow development to occur in flatter areas where public services are available.*

3.1-I-3 Provide a variety of diverse housing options to accommodate the local employment base, including public service employees.

3.1-I-4 Allocate the number of new housing units according to the City's ability to provide public services and housing needs through the use of adopted performance standards. Refer to Table 3.2-1.

3.1-I-5 Use growth management policies to encourage the construction of workforce housing necessary to meet local housing needs.

3.1-I-6 Join with and encourage other jurisdictions to participate in regional transportation planning programs.

3.1-I-7 Allow urban development only within the City's Urban Growth Boundary (see Implementing Policy

4.6-I-1) and only in accord with a plan for full urban services (police, fire, parks, water, sewer, streets and storm drainage) to which all providers are committed.

*While the General Plan does not include policies regarding which agencies should be responsible for providing services in San Ramon, such questions shall be resolved prior to approvals. Areas lacking full services outside the UGB are unsuited for urban development, regardless of land use designation.*

- 3.1-I-8 Continue to work with Contra Costa County and the developers of the Dougherty Valley Specific Plan area to ensure that the project meets all applicable growth management performance standards, as outlined in the Agreement to Settle Litigation Relating to the Dougherty Valley General Plan Amendment, Specific Plan and Environmental Impact Report (the Settlement Agreement).

## **3.2 PERFORMANCE STANDARDS**

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San Ramon has adopted public facility performance objectives and standards for the following services:

- Community centers
- Fire Protection Services
- Flood control
- Libraries
- Parks
- Police
- Sanitation
- Schools
- Water

These standards represent the City's commitment to provide community facilities and defines services to its residents.

### **COMMUNITY CENTERS**

#### *Facility Analysis*

The City currently has two community centers: the Community Center at Central Park (23,000 sq. ft.), and the Senior Center Park and Gardens facility on Alcosta Boulevard (9,500 sq. ft. with a planned 5,000 sq. ft. expansion).

#### *Performance Objective*

Ensure that community centers provide sufficient space to conduct civic meetings, recreational programs, and social activities to meet the needs of San Ramon's citizens.

#### *Performance Standard*

Maintain a minimum ratio of 1.2 square feet of community center space per 1,000 residents.

### **FIRE**

#### *Facility Analysis*

The San Ramon Valley Fire Protection District provides fire protection and suppression services to the City. The District currently staffs 12 engine companies from 9 fire stations. Four stations are located within the San Ramon Planning Area, with a fifth station to be constructed in Dougherty Valley. Figure 3-1 illustrates the location of these stations.

*Performance Objective*

Maintain competent and efficient fire and emergency medical services with first responder medical and ambulance elements, to minimize the risks to lives and property due to fire hazards and emergency medical conditions in all parts of San Ramon.

*Performance Standard*

Prior to project approval, require written verification from the District that a 5-minute total response time can be maintained for 90 percent of emergency calls in urban and suburban areas and/or that there will be a fire station within 1.5 miles of all development.

**FLOOD CONTROL**

*Facility Analysis*

Figure 9-2 in the Safety Element highlights areas in the Planning Area subject to the flood control performance standard. These areas generally correspond to creek locations in the Planning Area. The City of San Ramon has primary responsibility for maintaining the flood control system within the City limits. In the unincorporated portions of the Planning Area, flood control efforts involve both the Contra Costa County Department of Public Works and the County Flood Control and Water Conservation District. Refer to the Safety Element for further information.

*Performance Objective*

Ensure adequate flood control facilities that minimize risk to lives and property due to flood hazards.

*Performance Standard*

New development shall provide storm drain facilities that will accommodate 10 and 25 year flood flows, and shall not cause the capacity of the City's primary flood control channels to exceed 100 year flood flows.

**LIBRARIES**

*Facility Analysis*

The San Ramon Branch Library, part of the Contra Costa County Library System, contains approximately 80,000 volumes with an ultimate capacity of 100,000 volumes. The facility measures 18,000 sq. ft. in size. The library provides many services, including recreational and informational reading materials for all ages, an adult literacy program, and outreach services to schools, senior centers and community groups. To maintain the existing level of service, the City of San Ramon encourages the development of a library in the Dougherty Valley.

*Performance Objective*

Maintain library services that provide informational and recreational reading and research materials in a variety of formats for all ages, and ensure that services and materials for children and adults are available in order to support their varied pursuits and needs.

*Performance Standard*

Provide minimum ratios of 0.5 square feet of library space per capita, 3 volumes per capita, and 2 open hours per week per 1,000 residents.

**Table 3.2-1: Performance Standards Matrix**

	<i>Police</i>	<i>Parks</i>	<i>Fire</i>	<i>Sewer</i>	<i>Water</i>
Facility Analysis	The San Ramon Police Department maintains an approximate service ratio of 0.8 officers per 1,000 residents. Police and dispatch services are provided through a contract with the County Sheriff's Department.	Existing: Athan Downs, Central Park, Senior Center - Park and Gardens, and other neighborhood and school parks and specialized recreation areas. Future: 463 acres total, with 6 community parks (210 ac.), 9 neighborhood school parks (99 ac.), and 13 specialized recreation areas. Complete facility description in the Parks and Recreation Element.	The San Ramon Valley Fire Protection District serves the City. Figure 3-1 shows the location of fire stations in the City and their service areas.	The City is currently serviced by Central Contra Costa Sanitary District and Dublin San Ramon Services District. Figure 3-2 shows the service areas of these two districts.	The City is currently serviced by the East Bay Municipal Utility District. The Dublin San Ramon Services District will serve Dougherty Valley (excluding the Bridges project). These districts will review all local plans that affect its service area. Figure 3-2 shows the district service areas.
Objective	Maintain comprehensive police services and timely emergency response in all parts of San Ramon.	Provide active and passive parks and recreation facilities within reasonable walking distance of all residents.	Maintain competent and efficient fire and emergency medical services with first responder medical and ambulance elements to minimize the risks to lives and property due to fire hazards and emergency medical conditions in all parts of San Ramon.	Ensure that adequate and permanent sewer facilities can serve existing and future residents.	Ensure an adequate water capacity system to serve existing and future residents at economical rates.
Standard	Prior to project approval, require written verification from the San Ramon Police Department that a 3-5 minute response time for emergency calls and a 20-minute response for all other calls can be maintained 95 percent of the time.	Provide a ratio of 6.5 acres public park per 1,000 residents, with a goal to have park and recreation facilities within 1/2 mile of all residences.	Prior to project approval, require written verification from the District that a 5-minute total response time can be maintained for 90 percent of emergency calls in urban and suburban areas and/or that there will be a fire station within 1.5 miles of all development.	Prior to project approval, require written verification from the approved service provider that adequate sanitation facilities and services will be available to serve the project.	Prior to project approval, require written verification from the approved service provider that adequate water quality, quantity, and distribution will be available to serve the project.

**Table 3.2-1: Performance Standards Matrix - Continued**

	<i>Flood Control</i>	<i>Schools</i>	<i>Libraries</i>	<i>Community Centers</i>
Facility Analysis	Areas in the City required to comply with the flood control performance standard are highlighted in Figure 9-2 in the Safety Element	Service is provided by San Ramon Valley Unified School District, a multi-jurisdictional district currently operating 8 elementary schools, 2 middle schools, 1 high school, and VENTURE, an independent study school (grades K-12) in San Ramon. Refer to Figure 7-2 for the location of these sites.	The San Ramon Branch Library, part of the Contra Costa County Library System, contains approximately 80,000 volumes and has ultimate capacity of 100,000 volumes. The library provides many services, including, reading materials for all ages, an adult literary program, and outreach services to schools, senior centers, and community groups.	The City has two community centers: the Community Center at Central Park, and the Senior Center and Gardens facility on Alcosta Boulevard.
Objective	Ensure adequate flood control facilities that minimize risk to lives and property due to flood hazards.	Ensure that new schools will be in locations accessible to school age children and provide sufficient facilities for education as well as extra-curricular activities.	Maintain library services that provide informational and recreational reading and research materials in a variety of formats for all ages, and ensure that services and materials for children and adults are available in order to support their varied pursuits and needs.	Ensure that community centers provide sufficient space to conduct civic meetings, recreational programs, and social activities to meet the needs of San Ramon's citizens.
Standard	New development shall provide storm drain facilities that will accommodate 10- to 25-year flood flows, and shall not cause the capacity of the City's primary flood control channels to exceed 100-year flood flows.	Require new development to provide necessary funding and/or capital facilities, as determined by the San Ramon Valley Unified School District.	Provide a ratio of 0.5 sq. ft. of library space per capita, a ratio of 3 volumes per capita, and a ratio of 2 open hours per week per 1,000 residents.	Maintain a minimum ratio of 1.2 square feet of community center space per capita residents.

## **PARKS**

### *Facility Analysis*

San Ramon's parks and recreation facilities include Athan Downs, Central Park, the Senior Center Park and Gardens, and other neighborhood and school parks and specialized recreation areas.

The City's park system consists of three community parks (2 existing and 1 under construction) totaling 90 acres, 17 neighborhood parks including school parks (13 existing and 4 under construction) totaling 74 acres, and 5 specialized recreation facilities (4 existing and 1 under construction) totaling 35 acres. In total, 200 acres of existing and underway parkland exist in San Ramon. Buildout of Dougherty Valley will contribute significantly to the City's parkland inventory with the addition of up to 72 acres for community parks, 135 acres for neighborhood parks (including school sites), and 50 acres for pocket parks/tot lots. A complete description of the City's park system is contained in the Parks and Recreation Element of the General Plan. The Parks and Community Services Department estimates a current ratio of 5.4 acres of parkland per 1,000 residents.

### *Performance Objective*

Provide active and passive parks and recreation facilities within a reasonable walking distance of all residents of San Ramon.

### *Performance Standard*

Provide a ratio of 6.5 acres of public park per 1,000 residents, with a goal to have park and recreation facilities within one-half mile of all residences.

## **POLICE**

### *Facility Analysis*

With a total of 40 officers, the San Ramon Police Department maintains an approximate service ratio of 0.80 officers per 1,000 residents. Police and dispatch services are provided through a contract with the Contra Costa County Sheriff's Office. The current average response time for emergency calls is less than 3 minutes and 6.8 minutes for all other calls.

### *Performance Objective*

Maintain comprehensive police services and timely emergency response in all parts of San Ramon.

### *Performance Standard*

Prior to project approval, require written verification from the San Ramon Police Department that a 3-5 minute response time for emergency calls and a 20-minute response for all other calls can be maintained 95 percent of the time.

## **SANITATION FACILITIES**

### *Facility Analysis*

The City is currently serviced by Central Contra Costa Sanitary District and Dublin San Ramon Services District. Figure 3-2 illustrates the service areas for these districts.

*Performance Objective*

Ensure that adequate and permanent sewer facilities can serve existing and future residents.

*Performance Standard*

Prior to project approval, require written verification from the approved service provider that adequate sanitation facilities and services will be available to serve the project.

**SCHOOLS**

*Facility Analysis*

The City of San Ramon is served by the San Ramon Valley Unified School District. This multi-jurisdictional District currently operates eight elementary schools (grades K-5), two middle schools (grades 6-8), one high school (grades 9-12), and the VENTURE independent study school (grades K-12) within the City of San Ramon. Currently, approximately 8,200 students attend schools in San Ramon.

*Performance Objective*

Ensure that new schools will be in locations accessible to school age children and provide sufficient facilities for education as well as extra-curricular activities.

*Performance Standard*

Require new development to provide necessary funding and/or capital facilities for the school system, as determined by the San Ramon Valley Unified School District and applicable State law.

**WATER**

*Facility Analysis*

East Bay Municipal Utility District (EBMUD) is the primary drinking water service provider within existing San Ramon City limits. Dougherty Valley (except Gale Ranch 1) will be serviced by the Dublin San Ramon Services District (DSRSD). Figure 3-2 illustrates the service areas for these providers. Both providers review all local plans that affect their respective service areas to ensure that adopted performance standards are maintained.

The uncertainty of EBMUD's future water supply, and the fact that the District opposes any annexations that would extend its existing ultimate service boundary, suggests that both water needs and service will remain crucial factors in the City's growth.

*Performance Objective*

Ensure an adequate water capacity system to serve existing and future residents at economical rates.

*Performance Standard*

Prior to project approval, require written verification from the approved service provider that adequate water quality, quantity, and distribution will be available to serve the project.



## **POLICIES AND ACTIONS**

To ensure that new development complies with the above performance standards, San Ramon has initiated several actions and programs, which are described in the following policies.

## **GUIDING POLICY**

- 3.2-G-1 Ensure the attainment of public facility and service standards through the City's development review process, Capital Improvement Program, and a variety of funding mechanisms to maintain existing facilities and help fund expansion.

## **IMPLEMENTING POLICIES**

- 3.2-I-1 Adopt "Findings of Consistency" that ensure new projects will comply with the City's performance standards through its development review process.

*New projects will be approved only after findings are made that: (a) the City's performance standards will be maintained following project occupancy; (b) project-specific mitigation measures will ensure that the City's performance standards will be maintained; and/or (c) planned capital projects will ensure that the City's performance standards will be maintained.*

- 3.2-I-2 Utilize the Capital Improvement Program to track and monitor the construction and implementation of the City's infrastructure improvements and ensure funding sources.

*The City's Capital Improvement Program (CIP) is a five-year calendar of public improvements that sets forth each capital project, identifies the beginning and ending dates, and states the amount of annual expenditure as well as the method of financing. New development will not be approved unless projects identified in the CIP are provided concurrent with, or will be available upon, completion of development.*

- 3.2-I-3 Require new development to fund public facilities and infrastructure that is deemed necessary to mitigate the impact of that new development.

*San Ramon implements the concept that new development pays its own way using two mechanisms. First, approval of a proposed project is in part based upon the developer's ability to fund the improvements that will directly mitigate the impact of the new development. Second, future homeowners may be charged on-going assessment fees to pay the costs of maintaining common open areas and facilities associated with the new development.*

- 3.2-I-4 Levy mitigation fees for public facilities and infrastructure improvements in proportion to a new development's impact.

*In addition to direct project costs, San Ramon requires developers to pay citywide fees for a variety of services and infrastructure, based upon the concept that future residents will directly benefit from the improvements. The fees paid are used to provide parks, libraries, roadway improvements, creek studies and drainage*

*mitigation, noise attenuation, child care, and street landscaping.*

- 3.2-I-5 Use other funding mechanisms to augment developer and/or mitigation fees, when appropriate.

*In certain situations, it may benefit the City to advance funds, prior to developer funding and/or project completion. Additional financing options available to the City include but are not limited to, reimbursement agreements, credit for City fees, redevelopment tax increment financing, debt financing, and assessment districts. None of these mechanisms precludes the developer's responsibility to pay the cost or mitigate the impact of their proposed development.*

### 3.3 TRAFFIC STANDARDS

Traffic conditions on local streets and regional transportation facilities are a major factor of the quality of life for San Ramon residents. The City has actively promoted the maintenance of desirable levels of traffic service through its General Plan and other policies and programs.

Traffic levels of service (LOS), expressed as letter grades A-F, measure volume-to-capacity ratios to estimate the delay experienced by drivers at intersections. Variation in levels of service indicates variation in a number of factors that affect driving conditions, including speed, travel time, and freedom to maneuver. Levels of service can be used as an indicator of the success of congestion relief measures. These measures may include land use changes, traffic engineering projects or demand management strategies.

San Ramon has established traffic circulation standards, expressed as acceptable levels of service, for the City's street system. These standards form the basis for the City's circulation and land use policies, and are consistent with the standards established under Measure C.

Measure C requires consistency with the following traffic standards for Basic Routes, which are defined as all local roads not designated as Routes of Regional Significance. Refer to Section 3.5 below. Measure C standards are keyed to types of land use, as shown in Table 3.3-1.

**Table 3.3-1: Measure C Traffic Standards**

Land Use	Level of Service (LOS)	Range of Volume/Capacity Ratios (V/C)
Rural	Low-C	0.70-0.74
Semi-Rural	High-C	0.75-0.79
Suburban	Low-D	0.80-0.84
Urban	High-D	0.85-0.89
Central Business District	Low-E	0.90-0.94

Table 3.3-2 below outlines where the traffic standards in Table 3.3-1 are applied in San Ramon, based upon the City's General Plan land use classifications. The City's traffic standards, expressed in Policies 3.3-B and 3.3-C, exceed Measure C standards. Figure 3-3 illustrates the Measure C Street Classifications as they relate to the San Ramon Planning Area.

**Table 3.3-2: Correlation Between Land Use and Roadway Classifications**

<i>Measure C Land Use Roadway Classification</i>	<i>San Ramon General Plan Land Use Classifications</i>	<i>San Ramon Roadway Classification</i>
Central Business District (CBD)	Office, Thoroughfare Commercial, Commercial Services, Manufacturing/Warehousing, Mixed Use	Arterial
Urban Suburban	Single Family-Low Medium through Multiple-Family Very High, Public/Semipublic, Parks	Collector
Semi-Rural Rural	Rural Conservation, Single Family-Low, Hillside Residential, Open Space	Local

## GUIDING POLICY

- 3.3-G-1 Maintain acceptable traffic level of service (equal to or better than Measure C requirements) on City streets and roadways through implementation of Transportation Demand Management (TDM), Growth Management, the Capital Improvement Program and traffic engineering operational measures.

## IMPLEMENTING POLICIES

- 3.3-I-1 Strive to maintain traffic level of service (LOS) C or better as the standard at all intersections on streets subject to Measure C (as highlighted in Figure 3-3), with LOS D during no more than three hours of the day (a.m., p.m., and noon peaks).

*This policy applies to streets shown in Figure 3-3 and new Basic Routes to be completed in the Dougherty Valley. This standard is not applicable to neighborhood residential intersections.*

- 3.3-I-2 Accept LOS D during two-hour peak periods (a.m. and p.m.) with the possibility of intersections at or closely approximating the limits of LOS D (Volume/Capacity < 0.90), only on arterial routes bordered by non-residential development where improvements to meet the City's standard would be prohibitively costly or disruptive.

*The City shall design roadway improvements and evaluate development proposals based on the above traffic standards, and as identified in traffic impact studies.*

- 3.3-I-3 Require traffic impact studies for all proposed new development projected to generate 50 or more peak hour vehicle trips.
- 3.3-I-4 Proposed development expected to generate 50 or more peak hour vehicle trips will not be approved, unless it can be shown that its impact can be mitigated and the City's traffic and circulation standards can be maintained. As required by Measure C, the City also will not approve any proposed development expected to generate over 100 peak hour vehicle trips, unless "Findings of Consistency" can be made. Such Findings will be based on the project's ability to maintain Measure C traffic and circulation standards, in conjunction with anticipated City-initiated capital

improvements. Identify and implement circulation improvements on the basis of detailed traffic studies.

*Improvements may include intersection approach lane expansion, related channelization improvements and traffic signal installations.*

- 3.3-I-5 Support regional and local neighborhood transit options to reduce the use of the automobile and maintain acceptable traffic levels of service.

*Transit options include expansion of existing CCCTA bus lines and local neighborhood-level bus service with small multi-passenger vehicles for both school and non-school use. These alternatives, in conjunction with TSM measures, will assist in maintaining acceptable levels of service in San Ramon as well as the greater Tri-Valley Region.*

- 3.3-I-6 Develop and implement, in cooperation with the Contra Costa Transportation Authority, Findings of Special Circumstances for any intersection on Basic Routes that does not meet the City's traffic and circulation standards.

*San Ramon, in cooperation with the Contra Costa Transportation Authority, shall adopt Findings of Special Circumstances for any Basic Route intersection that exceeds the City's level of service standards. There is currently no intersection that exceeds the adopted standards. If this situation changes, such Findings will permit San Ramon to be in compliance with Measure C, and to establish alternative standards and programs to reduce congestion for approval by the Contra Costa*

*Transportation Authority, consistent with guidelines published by the Authority.*

### **3.4 TRANSPORTATION SYSTEMS MANAGEMENT**

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Transportation Systems Management (TSM) refers to measures designed to reduce auto traffic in order to improve air quality and reduce traffic congestion. These measures include public transit, telecommuting, compressed work weeks, carpooling and vanpooling, walking, bicycling and incentives to increase the use of these alternatives. TSM has become increasingly important in maintaining acceptable traffic levels of service in the Tri-Valley and elsewhere in the Bay Area.

The City recognizes the need to reduce the use of single-occupant vehicles to achieve levels of service and regional air quality improvements. To meet these objectives, San Ramon will maintain its TSM Program to reflect regional air quality and congestion management standards.

#### **GUIDING POLICY**

- 3.4-G-1 Utilize Transportation Systems Management (TSM) to reduce total vehicle trips on San Ramon streets, and to contribute to regional air quality improvement and effective growth management.

#### **IMPLEMENTING POLICIES**

- 3.4-I-1 Continue to implement the City's TSM Program to reduce trip generation.

*The most congested areas are in the Crow Canyon and Bishop Ranch subareas, where employment is most concentrated. The City's TSM Program encourages major employment sites to attain vehicle ridership goals consistent with Bay Area Air Quality Management District (BAAQMD) goals and incorporates a regular monitoring program (annual employer surveys/driveway counts) to assess their progress.*

- 3.4-I-2 Work with other jurisdictions and agencies to coordinate the City's TSM Program with regional TSM activities.

*Regional coordination plays an important role in TSM. San Ramon combines its resources using with other jurisdictions and agencies, such as the Southwest Area Transportation Committee and the Tri-Valley Transportation Council, to promote TSM goals and objectives by providing publications and locally-sponsored events, such as marketing handbooks and training classes. In addition, annual statewide events such as California Rideshare Week require coordinated promotional efforts by local jurisdictions to ensure their success.*

- 3.4-I-3 Cooperate with service providers and other jurisdictions to promote local and regional public transit service.

*San Ramon is currently served by one public transit provider: Central Contra Costa Transit Authority (CCCTA). An express route is operated between Bishop Ranch and BART for Bishop Ranch employees*

*and other commuters to the City. When higher employment and residential densities are reached, public transit will play a larger role in transportation in the area, particularly for commute trips within San Ramon and to and from neighboring cities in the Tri-Valley. The City could also work with large employers in San Ramon to promote transit service.*

- 3.4-I-4 Support local feeder transit service to and from current and future regional transit lines.

- 3.4-I-5 Preserve options for future transit use when designing improvements for roadways.

*When recommending or requiring new major roadways or modifications to existing major roadways, the City will ensure that transit options are considered, and accommodated where appropriate, to allow for optimal transit route planning.*

- 3.4-I-6 Locate future transit uses, such as light rail or BART, in the I-680 right-of-way.

*San Ramon, Danville and Contra Costa County have adopted a memorandum of understanding which designates the I-680 right-of-way as the preferred alignment for future rail transit service through the San Ramon Valley for the purpose of serving major employment centers. The CCTA 2020 Countywide Transportation Plan proposes HOV and auxiliary lanes for this corridor in San Ramon.*

- 3.4-I-7 Improve and expand the bicycle routing system in San Ramon.

*Currently, almost a quarter of the residents who work in San Ramon live within five miles of their offices. A comprehensive bicycle lane system would allow them the option of using bicycles rather than cars to commute to work.*

### 3.5 REGIONAL COOPERATION

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Issues regarding traffic circulation and congestion within a city are both local and regional concerns. Traditionally, regulating policies and mitigation measures have been designed and implemented solely at the local level. If workable solutions are to be formulated and implemented, a more regional view must prevail. It is the City of San Ramon's goal to actively cooperate with neighboring jurisdictions to reduce transportation congestion by participating in region-wide planning efforts, as exemplified by the Southwest Area Transportation Committee (SWAT) and the Tri-Valley Transportation Council (TVTC), and by encouraging public input through the San Ramon Transportation Advisory Committee.

Measure C requires the preparation of Action Plans, the purpose of which is the development of measures and programs to mitigate regional traffic impacts. These plans are intended to focus on Regional Routes of Significance, characterized as facilities that:

- are state highways, freeways or freeway interchanges,
- carry a significant amount of traffic originating or destined out of San Ramon (e.g., Crow Canyon Road),
- pass through three or more jurisdictions (e.g., San Ramon Valley Boulevard),

- connect to Alameda County jurisdictions (e.g., Village Parkway), and/or
- serve a major regional employment or activity center.

Figure 3-4 illustrates the Routes of Regional Significance in the San Ramon Planning Area. San Ramon will actively cooperate with other local jurisdictions, the regional transportation committees, and the Contra Costa Transportation Authority to develop and implement programs that effectively reduce congestion on the regional transportation network.

#### GUIDING POLICY

- 3.5-G-1 Participate in cooperative and multi-jurisdictional transportation planning for the maintenance of regional mobility and air quality standards as required by the Measure C Growth Management Program and the Contra Costa Congestion Management Plan (CMP).

#### IMPLEMENTING POLICIES

- 3.5-I-1 Continue to develop and implement action plans for routes of regional significance, in cooperation with the Southwest Area Transportation Committee (SWAT) and the Contra Costa Transportation Authority (CCTA).
- 3.5-I-2 Continue to implement the Tri-Valley Transportation Plan through participation in the Tri-Valley Transportation Council (TVTC).
- 3.5-I-3

- 3.5-I-4 Participate in programs to mitigate regional traffic congestion, including regional traffic impact fees on new development.
- 3.5-I-5 Emphasize regional transportation demand management and trip reduction strategies as alternatives to increased roadway capacity.
- 3.5-I-6 Continue to address the impacts of land use decisions on regional and local transportation facilities.

### **3.6 JOB AND HOUSING OPPORTUNITIES**

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Balancing job and housing opportunities is an important issue at both the local and regional level. The right mix of housing units with jobs can help reduce traffic congestion, improve air quality, and secure an adequate labor supply for businesses in San Ramon. There are more people commuting from other cities to jobs in San Ramon than there are local residents traveling to local businesses. This indicates a need to improve the balance of jobs and housing within the City of San Ramon. The current jobs/housing ratio is 1.55. Buildout of this General Plan should achieve a jobs/housing ratio of 1.16 – a significant improvement.

When the City incorporated in July of 1983, much of its area had already been developed or pre-zoned for office and residential uses. Remaining vacant and underutilized properties represent approximately nine percent of San Ramon's total land area. The challenge to the City is to provide a broader range of residential options within a limited land area to bring job and housing opportunities in closer

equilibrium. A broad range of housing issues is discussed further in the Housing Element.

#### **GUIDING POLICY**

- 3.6-G-1 Promote the opportunity to both work and live in San Ramon.

#### **IMPLEMENTING POLICIES**

- 3.6-I-1 Develop and implement housing programs that emphasize the availability of housing for people who work in local jobs.

*One of the primary objectives of the City's Housing Element is to increase opportunities for households at all income levels to live near where they work, particularly public sector employees. This will not only help reduce regional traffic congestion, but also help retain a healthy economic base for the City.*

- 3.6-I-2 Evaluate the impact of proposed General Plan Amendments on the availability of job and housing opportunities.

*Despite the City's limited availability of developable acreage, land use changes offer the chance to re-examine areas that have the potential for housing and economic development as well as to achieve a reduction in commute trips and average commute length.*